

## Title (en)

Different coupling and compounding power system of electric transmission storing type.

## Title (de)

Verschiedene Kopplungs- und Verbund- Leistungssysteme vom elektrischen Übertragungs- und Speichertyp.

## Title (fr)

Différents systèmes de couplage et compoundage de puissance du type à transmission et stockage électriques.

## Publication

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## Application

**EP 94300823 A 19940204**

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- US 8726993 A 19930708

## Abstract (en)

The differential coupling and compounding power system of electric transmission storing type is used to drive gyroscopically the traffic vehicles, ships, air crafts, and other mechanic devices (or other industrial equipment). It is directly connected to an input shaft of a magnetic coupling driving device (M101) through a gyroscopic output shaft of an internal fire engine (or other gyroscopic power source) (P101) or through a transmission gear, belt, chain, or coupler (100). The magnetic coupling is a brush or brushless alternate or direct current dynamo through differential gear and engine output shaft coupling, or it is a dual end shaft of which either end is respectively connected to a turnable magnetic field and a turnable rotor so as to be controlled by a control device and to generate the driving function of a motor when current is input; or it is used to generate power and output power and produce the transmission coupling function through coupling torsional moment of output current, or to start an engine and to brake the reproducing power, especially to charge the battery through the turning speed difference between gyroscopic magnetic field and rotor when the engine is individually driving. To control the charging current, it can get the turning speed difference between current adjustment and loading. The engine can be in a constant speed or partially modulated speed so as to keep a higher speed and lower pollution work speed and its magnetic coupling driving device produces differential speed output; that is, it can be provided with a charging power for a battery (BT101) and a transmission coupling to improve the engine's efficiency and reduce the pollution. Rather, it can also be used as a driving motor solely for a gyroscopic output driving load or used together with the engine for a gyroscopic driving load. <IMAGE>

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## IPC 8 full level

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## Citation (applicant)

WO 9220544 A1 19921126 - HEIDL ROLAND [DE], et al

## Citation (search report)

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